

# The China Mail.

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號五廿月八年二十八百八千一英

HONGKONG, FRIDAY, AUGUST 25, 1882.

日二十月七年午壬

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 3. GORDON & GOTTCH, Ludgate Circus, E.C. 4. HENRY & CO., 37, Wallbrook, E.C. 3. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & PAIRCE, 38, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 153, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HEINZSEN & CO., Manila.

CHINA.—MORAIS A. A. DE MELO & CO., Smauto, Campbell & Co., Amoy, WILSON, NICHOLLS & CO., Foochow, HEBBE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALKER, Yokohama, LANE, CRAWFORD & CO.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.  
RESERVE FUND, \$2,500,000 Dollars.

### COURT OF DIRECTORS.

Chairman—H. L. DALEY, Esq.  
Deputy Chairman—W. M. REYNOLDS, Esq.  
H. HOPKINS, Esq. M. E. SASSOON, Esq.  
Hon. F. B. JOHNSON, Esq. C. VINCENT SMITH, Esq.  
A. P. McEWEN, Esq. W. S. YOUNG, Esq.  
A. MUIR, Esq.  
F. D. SASSOON, Esq.

### CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.  
Shanghai, EDWIN CAMERON, Esq.  
LONDON BANKERS—London and County Bank.

### HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 3 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 4 per cent. per annum.  
" 6 " 5 per cent. " "  
" 12 " 5 per cent. " "

### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Branches:—London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Office of the Corporation,  
No. 1, Queen's Road East,  
Hongkong, August 19, 1882.

### ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

### LONDON BANKERS.

BANK OF ENGLAND.  
UNION BANK OF LONDON.  
BANK OF SCOTLAND, LONDON.

### RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 per cent. per annum.  
" 6 " " 4 " "  
" 12 " " 5 " "

Current Accounts kept on Terms which may be learnt on application.  
Hongkong, June 1, 1882.

## Insurance.

### THE TOKIO MARINE INSURANCE COMPANY, LIMITED.

THE MITSU BISHI MAIL S. S. CO. having been appointed Agents for the above Company, the Undersigned is prepared to accept MARINE RISKS at Current Rates and usual Discounts.

H. J. H. TRIPP,  
Agent, M. B. M. S. S. Co.  
Hongkong, April 26, 1882. oc27

### LONDON AND PROVINCIAL FIRE INSURANCE COMPANY, LIMITED.

Subscribed Capital—One Million Sterling.

THE Undersigned, having been appointed Agents in Hongkong and Canton for the above Company, are prepared to issue Policies covering FIRE RISKS at Current Rates.

ADAMSON, BELL & Co.,  
Agents.  
Hongkong, July 20, 1882. oc28

### LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings, Goods, and on Goods stored therein, on Goods on board Vessels, and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first-class life up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNOLD, KARBURG & Co.,  
Agents, Hongkong & Canton.  
Hongkong, January 4, 1887.

## Insurance.

### NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.  
Hongkong, January 1, 1882.

### THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL, £2,000,000. PAID-UP, £200,000.  
PAID-UP RESERVE FUND, £50,000.

THE Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.  
Hongkong, January 1, 1882.

## Insurance.

### QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent. net premium per annum.

NORTON & Co., Agents.  
Hongkong, May 19, 1881.

### THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling).  
Unlimited Liability of Shareholders.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept FIRE and MARINE RISKS at Current Rates, allowing usual Discounts.

GEO. R. STEVENS & Co.  
Hongkong, July 1, 1881.

### MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling  
of which is paid up £100,000  
Reserve Fund upwards of £200,000  
Annual Income £120,000

THE Undersigned have been appointed AGENTS for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.  
Hongkong, October 16, 1888.

### YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) £1,420,000.00  
PERMANENT RESERVE £230,000.00  
SPECIAL RESERVE FUND £200,553.05

THE Undersigned have been appointed AGENTS for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.  
Hongkong, October 16, 1888.

## To Let.

### TO LET.

(WITH IMMEDIATE POSSESSION.)

THE NEW FAMILY RESIDENCE situated next to EXETER on Robinson Road, replete with every convenience, Tennis Lawn, Stabling, &c.

Also,  
3 FIRST-CLASS GODOWNS of all Sizes—Water-side. Inspection is invited.

Apply to  
SHARE, TOLLER & JOHNSON.  
Hongkong, June 15, 1882.

## To Let.

### TO BE LET.

THE STORE now occupied by the AMERICAN NOVELTY COMPANY in Market House, Queen's Road Central.

Apply to  
HONGKONG DISPENSARY.  
Hongkong, August 1, 1882.

### GODOWNS TO LET.

PRATA EAST AND WANGHAI ROAD.

For Particulars, apply to  
SIEMSEN & Co.  
Hongkong, April 26, 1882.

## To Let.

### TO LET.

NO. 3, SEYMOUR TERRACE, Nos. 2 and 4, PEDDAR'S HILL, No. 4, OLD BURY STREET, No. 8, QUEEN'S ROAD CENTRAL (lately occupied by PACIFIC MAIL S. S. Co.).

Apply to  
DAVID SASSOON, HONS & Co.  
Hongkong, July 24, 1882.

## For Sale.

### SPORTING GOODS.

#### LANE, CRAWFORD & Co.

HAVE RECEIVED THEIR NEW STOCK OF

LEY'S GREEN, BLUE AND BROWN CARTRIDGE CASES.

LEY'S WATERPROOF CAPS AND WADES.

PISTOL & WEEDS' SPORTING GUNPOWDER.

LEAD AND CHILLED SHOT.

GAME BAGS AND CARTRIDGE BELTS.

RECAPING AND RELOADING MACHINES.

POWDER AND SHOT MEASURES.

FLASKS, DOG WHISTLES, &c., &c.

SHOOTING BOOTS, STOCKINGS, HATS and SUITS.

TINNED PROVISIONS AND LIQUORS provided for Shooting.

And  
PICNIC PARTIES at Special Rates.

Hongkong, August 22, 1882.

### Auctions.

#### PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY, the 26th Instant, at Noon, at the Godown of Mr D. NORTON, Wanchi,

63 BALCH BOMBAY COTTON, 400 lbs. each.

Ex Steamship "Geelong" (More or less damaged by sea water), For account of the concerned.

TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.17. All Lots, with all faults and errors of description, to be at Purchaser's risk on the fall of the hammer.

H. N. MODY, Auctioneer.  
Hongkong, August 24, 1882. au26

#### PUBLIC AUCTION.

THE Undersigned has received instructions from the MORTGAGEE to Sell by Public Auction, on

SATURDAY, the 26th August, 1882, at 3 p.m., on the Premises,

ALL THAT PIECE OR PARCEL OF GROUND, Registered in the Land Office as INLAND LOT No. 206, measuring on the North-East 105 feet, South on Hollywood Road 27 feet, North-West 37 feet, South-West 88 feet. Together with the TWO HOUSES Nos 97 and 99, Hollywood Road, and Nos 1, 2, 3 and 4, No-Kwai Lane.

For further Particulars and Conditions of Sale, apply to

J. M. GUEDES, Auctioneer.  
Hongkong, August 14, 1882. au26

### For Sale.

#### FOR SALE.

JULES MUM & Co.'s CHAMPAGNE.

Quarts, \$17 per doz. Case.

Pints, \$18 per doz.

GIBB, LIVINGSTON & Co.  
Hongkong, November 1, 1881.

#### FOR SALE.

THE BRITISH STEAMER "GLENELG."

805 Tons net—150 N.H.P., built in 1873 under Special Survey by SAMUDA BROTHERS, Blackwall.

For Particulars, apply to

GILMAN & Co., Agents.  
Hongkong, August 15, 1882. au29

#### FOR SALE.

B. & E. PERIER'S CHAMPAGNE, CARTE BLANCHE.

Pints, \$18 per doz. Case.

Pints, \$19 per doz.

GILMAN & Co.  
Hongkong, June 23, 1882.

#### WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each.

CHINA MAIL OFFICE.

### Intimations.

#### TAKASIMA COLLIERY.

THE Undersigned has been appointed AGENT for the SALE of the above COALS at Hongkong, from and after this date.

H. J. H. TRIPP,  
Nils B. Madsen & S. S. Co.  
Hongkong, April 26, 1882. oc27

#### CANTON INSURANCE OFFICE, LIMITED.

SHAREHOLDERS are Requested to note that on SATURDAY of their PROXY, SOLE AGENTS for SHARES in this Office, PERMANENT RECEIPT will now be issued in Exchange.

Hongkong, 14th July, 1882.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LTD.

## For Sale.

## Intimations.

### NOTICE.

NOTICE is hereby given that CROWN RENTS for the Half-Year ended the 24th June, 1882, and the Police, Levee, Water and Fire BRIDGE RATES for the 3rd Quarter of 1882 must be Paid on or before the 31st August.

Defaulters after that date will be proceeded against in the Supreme Court.

J. RUSSELL,  
Colonial Treasurer.

COLONIAL TREASURY,  
Hongkong, 16th August, 1882. au1

### FOUND.

A YOUNG COLLIE DOG, must be claimed forthwith or will be disposed of.

W. M. DEANE,  
Captain Superintendent of Police.

Central Police Bureaux,  
2nd August, 1882.

### WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER, 22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS, &c., &c., &c.

Hongkong, May 1, 1882.

### BRITISH NORTH BORNEO COMPANY'S EMIGRATION AGENCY.

MESSRS. BIRLEY & Co.'s OFFICES, QUEEN'S ROAD.

### THE CHINESE MAIL.

THIS paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The proprietors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever increasing circulation.

The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners.

Like English journals it contains Editorials, with Local, Shipping and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN,  
China Mail Office.

### Notices to Consignees.

#### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM LONDON AND SINGAPORE.

THE Company's S.S. *Kwangsiang* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m. To-morrow, the 24th August.

Cargo remaining undelivered after the 31st Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers.  
Hongkong, August 24, 1882. au31

#### CASTLE LINE OF STEAMERS.

FROM LONDON AND SINGAPORE.

THE S. S. *Stirling Castle*, MARSHALL, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned at Wanchi, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 5 p.m. To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 28th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

ADAMSON, BELL & Co., Agents.  
Hongkong, August 21, 1882. au28

#### COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex Djinnah,  
200 (in dia), 498 1 case Safes, Order, from London.

E. B. J. 6 bales Sharkins, Order, from Madras.

G. DE CHAMPEAUX, Agent.  
Hongkong, August 19, 1882.

## Shipping.

### Steamers.

FOR COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE. (Calling at PORT DARWIN, should sufficient indentment offer), and taking Cargo at through rates for ADELAIDE, and all NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and FIJI.

The Steamship "Hawkebury," Captain GOSSET, will be despatched as above on or about the 28th Instant.

The Steamer has excellent Cabin accommodation.

For Freight or Passage, apply to

GEO. R. STEVENS & Co.  
Hongkong, August 14, 1882.

### NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOERABAYA, VIA PONTIANAK.

The Co.'s Steamship "Aijah," Capt. SCHIFFERS, will be despatched as above on or about the 21st Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.  
Hongkong, August 17, 1882.

### FOR SWATOW, AMOY & FOOCHEW.

The Steamship "Poulo," Capt. S. ASHUR, will be despatched for the above Ports on TUESDAY, the 29th Instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.  
Hongkong, August 24, 1882. au29

### UNION LINE.

FOR YOKOHAMA.

The Steamship "Hartley," Captain GRANT, due on or about the 28th Inst., will have immediate despatch for the above Port.

For Freight or Passage, apply to

RUSSELL & Co.  
Hongkong, August 22, 1882.

### FOR SINGAPORE, MAURITIUS, PORT ELIZABETH AND CAPE TOWN.

The Steamship "Aurora," Capt. HORN, will have quick despatch for the above Ports.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.  
Hongkong, August 22, 1882.

### STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s Steamship "Shank," will leave for the above place on SATURDAY, 2nd September, 1882, instead of the *Geelong* as previously notified.

A. McIVER, Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, August 14, 1882. au2

### OCEAN STEAMSHIP COMPANY.

## For Sale.

**MacEwen, FRICKEL & Co.**  
No. 53, Queen's Road East,  
(Opposite the Commissariat).  
ARE NOW LANDING, EX  
BRITISH BARQUE  
"STILLWATER."

**DEVOS'S NONPAREIL**  
BRILLIANT  
KEROSINE OIL,  
150° test.

**SPARTAN COOKING**  
STOVES.

FAIRBANKS SCALES.

OAKUM.

TURPENTINE.

EX "AMERICAN MAIL"  
CALIFORNIA  
RAOKER

COMPANY'S BISCUITS in 5 lb  
tins, and loose,  
Alphabetic B.S.  
CUITS.  
Pineapple Sweet Mix-  
BISCUITS.  
Ginger CAKES.  
Soda BISCUITS.  
Oyster BISCUITS.

AT  
MILNEAL  
HOMINY.

CORNMEAL.  
OCEAN BUTTER.  
Eastern and Californian CHEESE.

Boxless CODFISH.  
Prime HAMS and BACON.  
Eagle Brand Condensed MILK.

PEACH and APPLE BUTTER.  
Pickled OX-TONGUES.  
Family PIG-FORK in kegs and pieces.

Paragon MACAREL in 5 lb cans.  
Best Ideal SALMON in 5 lb cans.  
Cutting's Dessert FRUIT in 24 lb cans.

" Assorted Canned VEGETABLES.  
" Potted SAUSAGE and Sausage  
MEAT.

" Stuffed PEPPERS.  
" Assorted PICKLES.  
" MICELEAT.

COMB HONEY in Original Frames.  
Richardson & Robbin's Celebrated Potted  
MEATS.

Richardson & Robbin's Curried OYSTERS.  
" Lunch TONGUE.  
McCarthy's Sugar LEMONADE.

Clam GROWERS' OYSTERS.  
Smoked SALMON.  
Green TURTLE in 24 lb cans.

and, and, and.  
A LARGE ASSORTMENT OF STORES,  
including:

TEYSSONNEAU'S DESSERT FRUITS.  
ALMONDS and RAISINS.  
PICNIC TONGUES.

COCOA-TINA.  
VAN HOUTEN'S COCOA.  
LIBBY'S & EPP'S COCOA.

FRENCH PLUMS.  
PATE DE FOIE GRAS.  
MINCEMEAT.

SAUSAGES.  
BRAUN.  
ISIGNY BUTTER.

DANISH BUTTER.  
BREAKFAST TONGUES.  
ANGLOVIES.

ASPARAGUS.  
SOUPS, and.  
WINES and SPIRITS.

CHAMPAGNES—  
HEDSBECK'S MONOPOL and WHITE  
SEAL.

VEUVE CLICQUOT PONSARDIN.  
JULES MUMM & Co., plants and quarts.

CLARETS—  
CHATEAU MARGAUX.  
CHATEAU LA ROSE, plants and quarts.

CHATEAU LA FITE, " "  
" 12th GRAVES, " "  
BREAKFAST CLARET, " "

SHERRIES & PORT—  
SAGONE'S MANZANILLA & AMON-  
TILLADO.

SAGONE'S OLD INVALID PORT  
(1848).  
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, and—  
and 4-star HENNESSY'S BRANDY.  
BISQUIT Dubouché & Co.'s BRANDY.

FRUIT OLD BOURBON WHISKY.  
KRAMER'S LL WHISKY.  
ROYAL GLENDEE WHISKY.

CHAMPAGNE.  
MARASCHINO.  
CURAÇAO.

ANGSTADT, BOKERS' and ORANGE  
BITTERS, and, and, and.

BASS'S ALE, bottled by CAMERON and  
Sunderland, plants and quarts.  
GUINNESS'S STOUT, bottled by E. &  
J. BULL, plants and quarts.

PHISER BEER, in quarts.  
DRAUGHT ALE and PORTER, by the  
Gallon.

ALE and PORTER, in hogheads.  
SPECIALLY SELECTED  
CIGARS.

Fine New Season's OUMSHAW TEA, in  
5 and 10 catty boxes.  
BREAKFAST CONGOU @ 25 cents p. lb.

SEASIDE LIBRARY, 15 to 25 cents.  
FRANKLIN SQUARE LIBRARY, 15 to  
25 cents.  
MURRAY'S PATENT FIRE-PROOF  
SAVES, and CASH BOXES, at  
Manufacturer's Prices.

Hongkong, June 1, 1892.

## Mails.

Occidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE S. S. BELGIC will be despatched  
for San Francisco via Yokohama,  
on SATURDAY, the 2nd September, 1892,  
at Noon.

Connection being made at Yokohama,  
with Steamers from Shanghai and Japan  
ports.

All Parcel Packages should be marked to  
address in full; and same will be received at  
the Company's Office, until 5 p.m. the day  
previous to sailing.

RETURN PASSAGE TICKETS from San Francisco  
to Yokohama will be granted at a  
Reduction of 25 %.

For further information as to Freight or  
Passage, apply to the Agency of the  
Company, No. 104, Queen's Road Central,  
San Francisco.

CHAS. D. HARMAN,  
Agent.

Hongkong, August 25, 1892.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, via  
OVERLAND RAILWAYS, and THROUGH  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship "IT" of  
San Francisco, will be despatched for San  
Francisco, via Yokohama, on FRIDAY,  
the 12th September, 1892, at Noon, being  
Pacific States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, and  
Europe, and to ports in Mexico, Central  
and South America, by the Company's  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

Heavy Passage Outfits from San Fran-  
cisco to Hongkong will be granted at a  
Reduction of 25 %.

Freight will be received on board until 4  
p.m. on the 14th September. Parcel Packages  
will be received at the office until 5 p.m.,  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 104, Queen's Road Central,  
San Francisco.

CHAS. D. HARMAN,  
Agent.

Hongkong, August 25, 1892.

Insurances.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—

Marine Department.  
Policies at current rates, payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at  
current rates.

Life Department.  
Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

Intimations.

FREDERIC ALGAR,

COLONIAL NEWSPAPER & COMMIS-  
SION AGENT.

11, Clement's Lane, Lombard Street,  
LONDON.

THE Colonial Press supplied with News-  
papers, Books, Types, Ink, Presses,  
Papers, Correspondents' Letters, and any  
European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office  
are regularly filed for the inspection of  
Advertisers and the Public.

Mr. Andrew Wind,  
News Agent, &c.

133, NASSAU STREET, NEW YORK;  
is authorized to receive Subscriptions.  
Advertisements, &c., for the China Mail,  
Overland China Mail, and China Review.

Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour—

## To-day's Advertisements.

CHIARINI'S  
ROYAL ITALIAN  
CIRCUS,  
Menagerie of Performing  
ANIMALS,  
AND  
THE IMPERIAL SHIMIDZU  
JAPANESE TROUPE  
IN THE  
MONSTER PAVILION at BOWRING-  
TON.

ENTHUSIASTIC RECEPTION.

BRILLIANT SUCCESS  
OF THIS FEARLESS COMBINATION.

PERFORMANCE  
EVERY EVENING,  
Commencing at 8 o'clock.

THE INIMITABLE SARONY.

EVERY EVENING,  
OUR GALAXY OF  
TWENTY STAR ARTISTS  
(Both Male and Female),  
and  
CHIARINI'S  
MAGNIFICENT STUD OF  
TWENTY-EIGHT TRAINED HORSES.

SATURDAY, at 4 o'clock,  
GRAND MATINEE.

PRICES OF ADMISSION:  
Boxes for Six Chairs, \$12.00.  
Dress Circle, 2.00.  
Stalls (Carpeted Seats), 1.00.  
Pit, 0.50.

Children under ten and Soldiers under the  
rank of Officers, half-price except to Boxes.

A reserved division of the Carpeted and Pit  
Seats has been arranged for NATIVE LADIES  
(To which they alone are admitted).

A Plan of the Seats can be seen at the  
ENTRANCE to the  
HONG KONG HOTEL  
(Mr. Moore's Office),  
where Tickets will be on Sale To-day and  
Daily from 9 A.M. till 4 P.M., accom-  
panying Ladies who may wish  
to secure seats in advance.

Doors open at 7.30 p.m.—Performance to  
commence at 8 p.m. punctually.

G. AGRATI,  
General Agent.

Hongkong, August 25, 1892.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship  
"Agamemnon,"  
Capt. WILKIE, will be  
despatched at 2 p.m. To-  
morrow, the 26th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, August 25, 1892.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates  
for CHEFOO, TIENTSIN, NEW-  
CHANG, HANKOW and Ports  
on the YANGTSE.)

The Co.'s Steamship  
"Chefoo,"  
Capt. INNES, will be  
despatched at 2 p.m. To-  
morrow, the 26th instant, at 2 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, August 25, 1892.

NOTICE.

COMPAGNIE DES MESSEAGERIES  
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship  
"Volga,"  
Commandant DE TEMPLE,  
will be despatched for  
YOKOHAMA To-morrow, the 26th  
instant, at 2 p.m.

G. DE CHAMPEAUX,  
Agent.

Hongkong, August 25, 1892.

NOTICE.

COMPAGNIE DES MESSEAGERIES  
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship  
"Océan,"  
Capt. BUTLER, will be  
despatched at Daylight  
on SUNDAY, the 27th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, August 26, 1892.

FOR BANGKOK (DIRECT.)

The Steamship  
"Dale,"  
Capt. ALANSON, will be  
despatched at 2 p.m. To-  
morrow, the 26th instant, at 2 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, August 25, 1892.

TO LET.

TWO HOUSES in RICHMOND TERRACE,  
BONHAM ROAD. Rent Moderate.

Apply to  
HONGKONG DISPENSARY.

Hongkong, July 7, 1892.

## To-day's Advertisements.

LOST.  
A BLACK and WHITE POINTER PUP.  
The Finder will be REWARDED—if  
necessary, by returning it to the  
OFFICE of THIS PAPER.  
Hongkong, August 25, 1892.

PUBLIC AUCTION.

THE Undersigned has received instruc-  
tions to Sell by Public Auction, on  
MONDAY,  
the 28th instant, at Noon, at the Godowns  
of Messrs TATA & Co.,—  
93 BALES BOMBAY COTTON YARN,  
400 lbs. each,  
Ex Steamship "Geelong"  
(More or less damaged by sea water).  
For account of the concerned.

TERMS OF SALE.—Cash before delivery in  
Mexican Dollars weighed at 7.17. All Lots,  
with all faults and errors of description, to  
be at Purchaser's risk on the fall of the  
hammer.

H. N. MODY,  
Auctioneer.

Hongkong, August 25, 1892.

STEAMSHIP "OXUS."

COMPAGNIE DES MESSEAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship  
"Gange," from London, in connection  
with the above Steamers, are hereby in-  
formed that their Goods—with the excep-  
tion of Opium and Treasure—are being  
landed and stored at their risk at the Com-  
pany's Godown, whence delivery may be  
obtained immediately after landing.

Optional Cargo will be forwarded on,  
unless intimation is received from the Con-  
signees, before Noon To-day, the 26th  
instant, requesting it to be landed here.

Bills of Lading will be countersigned by  
the Undersigned.

Goods remaining unclaimed after FRID-  
AY, the 1st September, at Noon, will be  
subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, August 25, 1892.

SHIPPING.

ARRIVALS.

Aug. 24, Aberdeen, British steamer, 2371,  
Masthead, Shanghai Aug. 18, and Foochow  
22, General—ADAMSON, BALL & Co.

Aug. 25, Hwai Yuen, Chinese steamer,  
from Canton.

Aug. 25, Peking, British steamer, from  
Canton.

Aug. 25, Océan, French steamer, 2390,  
Pelletier, Marseilles July 28, Naples 26,  
Port Said 20, Suez 31, Aden Aug. 5, Colombo  
13, Singapore 19, and Saigon 22, Mails  
and General.—MESSAGERIES MARITIMES.

Aug. 25, Consolation, British steamer,  
764, R. Young, Bangkok Aug. 18, Rice  
and General.—JARDINE, MATHESON & Co.

Aug. 25, Deutscher, German steamer, 1179,  
A. E. Seil, from Saigon Aug. 21, Rice and  
General.—OWEN.

Aug. 25, H. Prinsenzberg, German barque,  
355, Schomann, Rajang Aug. 12, Timor  
—JARDINE, MATHESON & Co.

Aug. 25, China, German steamer, 648,  
H. Scher, Swatow Aug. 24, General.—  
YUEN FAT HONG.

Aug. 25, Kiangtung, British steamer,  
874, M. Young, Foochow Aug. 25, Amoy  
23, and Swatow 24, General.—DOUGLAS LA-  
PRAKE & Co.

Aug. 25, Agamemnon, British steamer,  
1522, James Wilding, Shanghai Aug. 19,  
and Foochow, General.—BUTTERFIELD &  
SWIRE.

DEPARTURES.

Aug. 24, Lee Yuen, for Shanghai.

25, Faravard, for Singapore.

25, Nerepis, for Singapore.

25, Nona, for Saigon.

25, Wells, for Tientsin.

25, Curatavine, for Singapore, &c.

25, Polaris, for Amoy, &c.

25, Atch, for Batavia, &c.

Prians, for Amoy and Shanghai.

Bentley, for Saigon.

Kiangtung, for Shanghai.

PASSENGERS.

ARRIVED.

Per Aberdeen, from Shanghai and Foo-  
chow, Dr and Mrs Taylor and 2 children,  
Messrs Ainsworth and Eugene.

Per Océan, from Hongkong: from Mar-  
seilles, Mr T. Lutz, and Mrs Hubert's  
ama; from Naples, Mr Roberts; from  
Singapore, Mr and Mrs Carnegie, Messrs  
A. Dixon and Arnold and servant, Rev.  
R. P. Pomeroy and family, from Saigon,  
Rev. Prothman, Messrs You Koo, H. Lam,  
Tan Thong, and 33 Chinese.—For Shang-  
hai: from Marseilles, Rev. Thm. Messrs  
Knop, Allene, and Gorde; from Aden, Mr  
Hue Chong Fa; from Batavia, Mr S. Mur-  
ray; from Saigon, Mr Foulhoux.

Per Consolation, from Bangkok, 56 Chi-  
nese.

Per Deutscher, from Saigon, 11 Chinese.

high sea, weather moderating towards the  
port; Amoy to Swatow, moderate monsoon  
and fine weather; Swatow to port, light  
westerly air and calm with fine weather.  
In Koochow: S. S. Agamemnon, Europe,  
and Norden. In Amoy: S. S. Dorset, Hai-  
long, and Cheong Hock Kien. In Swa-  
tow: S. S. Meifoo, Yung-ching, Rajanah-  
santh, Wenhoo, Chiofo, Tientsin, Hai-  
chow, and Dale. On the 23rd, S. S. Namoa  
left Amoy for Foochow.

POST OFFICE NOTICES.

MAILS will close:—  
For SINGAPORE AND LONDON.—  
Per Aberdeen, at 11.30 a.m. To-morrow,  
the 26th inst.

For AMOY AND SHANGHAI.—  
Per Priam, at 11.30 a.m. To-morrow,  
the 26th inst.

For YOKOHAMA.—  
Per S. S. Volga, To-morrow, the 26th  
instant. Registry closes at 1.30 p.m. Paid  
Correspondence may then be posted in  
the movable box on board the  
Packet.

For SHANGHAI.—  
Per Peking, at 1.30 p.m. To-morrow, the  
26th inst.

Per Hwai Yuen, at 3.30 p.m. To-morrow,  
the 26th inst.

Per S. S. Océan, To-morrow, the 26th  
inst. Registry closes at 2.45 p.m. Mail  
closes at 3 p.m. Late Letters  
received from 3.10 to 3.30 p.m.  
with 10 cents Late Fee. Paid Cor-  
respondence may then be posted in  
the movable box on board the  
Packet.

For HAIPOHONG.—  
Per Hsinghai, at 5 p.m. To-morrow, the  
26th inst.

For SINGAPORE.—  
Per Hwai Yuen, at 5 p.m. To-morrow, the  
26th inst.

For SAIGON.—  
Per Phoenix, at 9 a.m., on Sunday, the  
27th inst.

For BANGKOK.—  
Per Dale, at 1.30 p.m., on Monday, the  
26th inst.

For MANILA.—  
Per Consolation, at 2.30 p.m., on Monday,  
the 26th inst., instead of as pre-  
viously notified.

For STRAITS SETTLEMENTS.—  
Per Gladly, at 3.30 p.m., on Monday,  
the 26th inst., instead of as pre-  
viously notified.

For SWATOW, AMOY, & FOOCHOW.—  
Per Douglas, at 11.30 a.m., on Tuesday,  
the 26th inst.

For KOBE AND YOKOHAMA.—  
Per Sumida Maru, at 3.30 p.m., on

An inquest held yesterday, the jury, composed of Messrs F. E. E. Burchard, D. McEllan, and J. P. Madar, returned a verdict of death from fever brought on by excessive exposure, in the case of the man who was picked up by a fishing junk and taken to Aberdeen. The deceased had been a passenger on board the junk which was captured off Cap-shui Min early last Saturday morning. The same jury returned a verdict of manslaughter against some person unknown in the inquest held on the body of Pun Yuen Kwai, the man who was struck with a piece of wood by a salt smuggler at Yau-ma Ti. Dr. Marques said that death had been caused by hemorrhage brought on by rupture of the spleen. The ninth rib on the left side had been fractured. One witness said he had seen the salt smuggler strike the deceased several blows with a piece of wood, the deceased striking the salt smuggler with his wooden pipe. Another witness said the salt smuggler struck the deceased on the chest with his fist, causing the deceased to fall backwards heavily. While the deceased was on the ground the salt smuggler gave him three or four severe kicks in the side, and then ran off. This witness said he had not seen the deceased strike the salt smuggler; the latter individual has since absconded in company with the woman who is said to have been the cause of the quarrel.

Yesterday evening Signor Chiarini gave the opening performance of his second season before an audience of very limited numbers. We anticipated, judging from the appreciation that was bestowed on Signor Chiarini and his Company when they were here last, that on the opening night the performance would have been witnessed by a bumper house, but this was not the case. The unsettled nature of the weather during the last few days may account for this, however, and, as we can hardly think that the community are satiated with the excellent fare provided by Signor Chiarini, we believe that, with better weather, the large tent at Bowington will again be filled by large and admiring audiences, drawn thither by a desire to see old favourites and to witness the novelties which have added to, and considerably strengthened, this powerful company.

The Aberdeen is 302 feet long, 44 feet beam, and her moulded depth is 33 feet. The mean load-draught is about 24 feet. The vessel has room for 520 tons of coal in her bunkers, but provision has been made so that she can store, apart from cargo, 1300 tons of coal, or enough for 43 days full steaming. The vessel is barque-rigged, and her three iron masts are strong and stout. The main-mast is 78 feet long, and the spread of canvas will greatly increase the vessel's speed in fair winds, and will suffice to enable her to make a port at a good rate if the engine should become disabled. The Aberdeen is very handsome, and her appearance is improved by the graceful and light springing stem. The upper deck, which is oak, is flush, and the only break is amidships where a rooney house gives room for the engine-hatchway, officers' cabins, &c. The engines are not like the ordinary two or three-cylindrical compound engines. Higher initial pressure of steam is used than is usual, and the machinery is a compromise between the five-cylindrical Perkins engine, and the modern modification of Woolf's system of expansive machinery. In the Aberdeen there are three cylinders, whose forces are turned to account by transmission to a shaft of three cranks; each crank is set at an angle of 120° degrees. The difference between the Aberdeen's engines and ordinary compound engines is that the Kirk patent provides for three cylinders, each of different sizes. First there is the high pressure cylinder. Steam enters it at a pressure of 125 lbs. per square inch above the atmosphere. Out of it is made, at full speed, at half stroke; steam then passes into the medium cylinder, and enters at an actual pressure of 35 lbs. above the atmosphere. After operating on the piston the steam passes to the third or final expansion cylinder. The steam enters this third chamber at 13 lbs. pressure (over the atmosphere) and then, when it has done all the work it has to do, makes its exit with a pressure of only 3½ lbs. (over the atmosphere) into the surface condenser, where it quickly is turned into hot water, and then forced into the boiler, to be converted into steam, and to make another round. The economy of the Kirk system is, so far, unsurpassed, though we believe that the *Natal*, by use of boilers of the "locomotive" type, and extensive use of fire clay for furnace walls, the constructor of the Messageries steamers has, by different means, attained very nearly the same measure of economy. The Aberdeen has engines of 450 horse power nominal, but the effective, or indicated horse power is 2,700. The steam is produced in two immense steel boilers, each of which weighs 82 tons. The two boilers are of cylindrical form, and of unequal size. Each boiler is 19½ feet long by 12½ feet diameter. When the vessel is furnished with best Welsh coal she works at full power with 28 tons of coal per day of 24 hours, but with old or second rate coal, she requires 30 to 32 tons per day. On this last consumption she can make a voyage at the rate of 12 to 13½ miles per hour, and the total trip to and from 1882 is estimated at a cost of expenditure of 188 pounds per hour for each indicated horse power. The vessel is well fitted with labour-saving contrivances. The steam winches are of the best kind, with horizontal cylinders, and so fitted as to lay low and compactly. The steering apparatus is moved by means of a screw patent, and is said to be quick and reliable. The screw propeller has four blades, and at full speed is turned 62 times in a minute. The pitch is 23 feet 8 inches.

The vessel has now 5,400 tons of cargo on board, but could take more, and will make her voyage to London at 11½ to 12 knots speed on 30 tons of Japan coal a day.

The tenders for the Opium and Spirit Farms still continue to excite universal attention. One tender indeed for opium alone, has reached the unprecedented sum of \$35,000. This tender is so far in advance of all previous tenders, that we are compelled to conclude that, either the tenderer was in ignorance of what the liabilities might be, or that there is something in the nature of a ring, with which we are not at present acquainted. At any rate, as soon as the decision of the Government is known, we shall be better able to understand the present action. We heard and saw our readers that the opportunity will not be lost sight of. — *Singapore Times*.

There is a beautiful little cabin, with room for 10 or 12 passengers. The saloon has seats of maple, set round with mahogany, and is a most comfortable and cheerful place. In each end there are ornamental cases of coloured glass, woods, arranged according to Chinese designs. In every respect the vessel is now, perhaps, the most perfect cargo ship of the world. Her strength is great, her shape is such as to bear the strain of powerful engines, and to withstand the shocks and torments inflicted by stormy seas, and we are not aware that any other vessel yet built can carry the same quantity of cargo at 12 miles rate of speed on such a small expenditure of coal.

Probably the next development will be a vessel whose hull will give room at 200 cwt. per ton, to be utilized by four engines. The Kirk system is a distinct move in the right direction, and the results of the last voyage of the Aberdeen will be awaited with interest, as sound data for further experiments whose aim will be to get from coal, in practice, the nearest possible approach to the measure of theoretical duty.

## THE S. S. ABERDEEN.

The screw-steamer *Aberdeen*, Capt. Matheson, entered our port last night, on her way from Shanghai to London. The vessel belongs to Messrs George Thompson & Co. of Aberdeen, who own a large fleet of sailing ships of the finest quality. Messrs Thompson finding that steamships were gradually displacing sailing vessels in the trade between England and Australia, determined to solve the question of the fitness of a steamship to be formed, built, and engaged as to be able to compete with the packets of the P. & O. Co. or the Oriental line as regards speed, and yet be able to carry a very large cargo at such economical costs of coal consumption that the freight paid to ordinary sailing ships would suffice to give the new class of steamer a fair profit.

The *Aberdeen*, after much careful examination of different plans, was ordered from the building-yard of Messrs R. Napier and Sons, of Glasgow. The engines were built by the Messrs Napier, and the new painted design of Mr Kirk was selected as the most economical type of engine. The *Aberdeen* is built of iron, and has three decks, two of which are iron. Although her classification is the highest that can be given, the vessel in many details much exceeds the requirements of her class. The strength of the hull is extraordinary, and the finish of the workmanship cannot be excelled.

The *Aberdeen* is 302 feet long, 44 feet beam, and her moulded depth is 33 feet. The mean load-draught is about 24 feet. The vessel has room for 520 tons of coal in her bunkers, but provision has been made so that she can store, apart from cargo, 1300 tons of coal, or enough for 43 days full steaming. The vessel is barque-rigged, and her three iron masts are strong and stout. The main-mast is 78 feet long, and the spread of canvas will greatly increase the vessel's speed in fair winds, and will suffice to enable her to make a port at a good rate if the engine should become disabled. The Aberdeen is very handsome, and her appearance is improved by the graceful and light springing stem. The upper deck, which is oak, is flush, and the only break is amidships where a rooney house gives room for the engine-hatchway, officers' cabins, &c.

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The vessel has now 5,400 tons of cargo on board, but could take more, and will make her voyage to London at 11½ to 12 knots speed on 30 tons of Japan coal a day.

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## CORRESPONDENCE.

## THE CURS ON SHAMEN.

THE CURS ON SHAMEN. The Editor of the "CHINA MAIL." Canton, 24th August. Sir—Your Canton correspondent has found some trouble to induce in an effort against the Municipal Council of Shamien, against the dog business. If the worthy gentleman had blackguarded the Community, he would have hit the right nail on the head, but the Municipal Council in this instance are not to blame. All that could be done by the Council was done; they legally had no power to prevent dogs minding loose on the settlement, nor will they have, unless the bye-law, and the other day, until it is approved by the British Minister at Peking. The Shamien public are slow to blame in this disgraceful matter; the Doctor of the Settlement and the Municipal Council begged the residents to aid them in putting down the intolerable dog nuisance from which we have suffered for the last year, and the enlightened residents (I metaphorically put their fingers to their noses and laughed at the thought).

We shall probably have to wait until some unfortunate European falls a victim to one of the Shamien mongrels before any steps are taken to abate the nuisance.

## THE GOVERNOR.

Police Intelligence. (By H. E. Widdowson, Esq.) Friday, August 25.

Wong Anau, cook, was charged with stealing a box containing clothing and other articles (value \$60), the property of Li Chuan, on the 19th August. The complainant is a member of a company of actors who were performing in the Po Lok Theatre but who have now left; and on the morning of the 19th he missed a box of clothing from the stage of the theatre. He instituted a search, and found it in the kitchen, broken open and some of the contents removed. The prisoner was discovered hiding in the cookhouse shortly afterwards and given in charge. The prisoner was sentenced to two months' hard labour.

Haing, coolie, was sentenced to six weeks' imprisonment with hard labour for having stolen a pair of trousers belonging to Chung Ahk, washerman. The trousers had been taken from the hillside, where they had been laid to dry.

## RETAILING SAMSU WITHOUT HAVING A LICENSE.

Lo Ah-shang was summoned for retailing samsu without having a license. Yesterday forenoon a chair coolie went to the defendant's house, No. 29 Aberdeen Street, and purchased three cents' worth of the liquor and handed it to Inspector Quincey, who visited the house with a warrant in the day, and found two jars of samsu, each jar containing about three gallons. Inspector Quincey stated that the defendant had no license, and that his customers were principally chair coolies; he also produced the defendant's books showing the accounts kept with the various coolies.

The defendant denied having sold samsu, and said his cousin, who had just come home and wished to offer up a sacrifice, had bought the samsu to the house on the 21st instant.

The cousin was called, but his statement did not correspond with the defendant's. He said that the liquor had been brought to him from the coolies who lived in the house, some twenty in number.

The defendant was fined \$10, in default six weeks' hard labour. The samsu was forfeited.

## OBSTRUCTION OF THE BURIAL LAWS.

Li Yau, contractor, was summoned for burying a corpse in a place other than a cemetery. Yesterday forenoon a chair coolie went to the defendant's house, No. 29 Aberdeen Street, and purchased three cents' worth of the liquor and handed it to Inspector Quincey, who visited the house with a warrant in the day, and found two jars of samsu, each jar containing about three gallons. Inspector Quincey stated that the defendant had no license, and that his customers were principally chair coolies; he also produced the defendant's books showing the accounts kept with the various coolies.

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The defendant was fined \$10, in default six weeks' hard labour. The samsu was forfeited.

## BEING A WIDOW OF A BED QUELTY.

Chan Kwai was charged with stealing a bill of lading from the house of a widow residing at Yau-ma Ti this morning. The widow's house was occupied by several lodgers with whom the prisoner was acquainted, and with whom he had slept for the last three nights. This morning the widow missed a bill of lading, and the prisoner was seen to go into the house. The prisoner was taken to the police station for three months.

## Canton.

August 24th.

The reported safety of the Colquhoun expedition is confirmed by the return to-day of Messrs Colquhoun and Wahab's two Chinese servants from Rangoon. These were the only Chinese who reached the Bumah coast, the two interpreters having turned back, one just before the party commenced their tramp overland and the other in the heart of Yunnan. Considering how singularly unfortunate Mr Colquhoun was in his selection of interpreters and servants it is wonder that the expedition did not come to grief. I have had a letter from Mr Clait of the Ching Island Mission at Tai-

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The defendant denied having sold samsu, and said his cousin, who had just come home and wished to offer up a sacrifice, had bought the samsu to the house on the 21st instant.

The cousin was called, but his statement did not correspond with the defendant's. He said that the liquor had been brought to him from the coolies who lived in the house, some twenty in number.

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